

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 268



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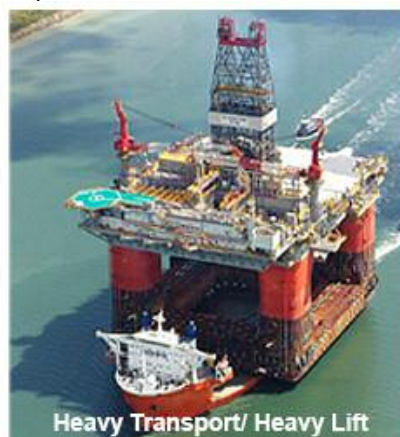
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The **NORSUND** seen at Maaspilot Station  
Photo : Fred van der Spek (c)

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## EVENTS, INCIDENTS & OPERATIONS



## Tanker Crew Robbed in Latest Piracy Attack

According to a Sept. 24 report from United Press International, Asia, armed pirates boarded a tanker in the South China Sea, assaulted a crew member and robbed the rest of the crew. The six pirates were armed with knives and machetes as they boarded the Singapore-registered **Prospect**, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) said. The ship carrying liquefied petroleum gas was boarded just off Anambas Island. **Source: UPIasia.com**

**Due to travelling abroad this week the newsclippings may reach you irregularly**

## Kroes verlengt ontheffing consortia in lijnvaart

Lijnvaartmaatschappijen mogen ook de komende vijf jaar samen diensten aanbieden bij het vrachtvervoer over zee. Europees Commissaris Neelie Kroes (Concurrentie) heeft besloten de bestaande ontheffing voor het vormen van consortia in deze sector met enkele aanpassingen te verlengen. Kroes heeft dat maandag bekendgemaakt. Volgens haar biedt de nieuwe regeling, die volgend jaar van kracht wordt, een goed evenwicht tussen de belangen van de lijnvaartmaatschappijen en hun klanten.

Doordat ze mogen samenwerken bij het vrachtvervoer kunnen scheepvaartmaatschappijen efficiënter werken en een betere dienstverlening bieden. De Europese Commissie kan de vrijstelling intrekken als ze aanwijzingen heeft dat de concurrentie in gevaar

## Gigantic: world's largest cruise ship nears completion

Simon Johanson discovers a small township taking shape as the world's biggest cruise ship nears completion.

In a little more than two months, **Oasis of the Seas** will be cruising the waters of the Caribbean on its maiden voyage. For now, however, it is in a shipyard in Turku, on the south-west coast of Finland, with 2000 workers on board, busy putting the finishing touches to what is said to be the largest cruise ship in the world. Sea trials began in May and next month the liner is due to be handed over to its owners, Royal Caribbean.

On my visit to the shipyard, the ship's gleaming white turrets of steel and glass dwarf the gantries and cranes perched alongside. Though the ship is 95 per cent finished, many fittings are missing and, as I move through the interior, I continually have to duck wiring, step over cabling and avoid workmen.



Photo : Risto Brzoza (c)

I get a better sense of the size of **Oasis** only when I emerge on the top deck, which provides view over Turku harbour. "We made the ship 50 per cent bigger than anything we've ever done, in fact any other cruise ship out there, because we had so many things we wanted to do," the chief executive of Royal Caribbean, Richard Fain, says. "On Oasis of the Seas, working together with the architects, with the shipyard, with our own engineers, we've been able to make much better use of the space than ever before."

There's certainly plenty of space – the ship is 360 metres long and 65 metres wide. The Oasis story is one of large numbers and cruising firsts. There is the ship's capacity, for a start: 6300 passengers and 2165 crew. There's the accommodation: it includes 2706 staterooms, some of which span two decks and feature floor-to-ceiling windows with ocean views. The plant life: 12,000 plants, including 56 trees, some more than seven metres tall. The activities: on-board surfing, scuba diving, ice skating, shopping. And so the list goes.

Fain anticipates that the size of the vessel and the scope of activities and facilities will entice passengers on all budgets. Certainly he is encouraged by ticket sales despite the economic climate. To accommodate all those people, the ship is divided into seven "neighbourhoods", including Central Park and Royal Promenade. And there is no shortage of things to keep passengers entertained.

Among the attractions are an aqua theatre pool 5.4 metres deep, two rock-climbing walls, the obligatory casino and 21 swimming pools and jacuzzis. There's also a carousel, ice rink, themed bars and restaurants, high-end shops, a nightclub, a Rising Tide bar that ascends three decks while you sip your martini, a wedding chapel, scuba diving lessons, two wave-flow riders for surfing, a jogging track, library and roaming entertainers.

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Entertainment also includes stunt divers, swimmers and actors performing in the 50-metre-wide outdoor pool amphitheatre designed to seat 500 guests. Royal Caribbean's schedule has the first Oasis cruise starting in early December in Fort Lauderdale, Florida, with ports of call that include Charlotte Amalie in St Thomas, Philipsburg in St Maarten and Nassau in the Bahamas. Ready for that voyage is Captain William Wright, who began his seafaring career aged 16 and has taken the helm of several new cruise ships on debut at Royal Caribbean. He had a sneak peak at the ship's performance during the pre-launch "floating out" ceremony last November.



Photo : Risto Brzoza (c)

"It's clearly one of the most stable ships we have built," he says. "The size has allowed us to ... demonstrably increase the safety of the ship, which is really nice to know. It helps us captains sleep at night." Other safety features include smoke and heat detectors and a Hi-Fog water mist fire-extinguishing system.

The ship will have three doctors, five nurses and one medical assistant on board. It is equipped with 18 life boats – or "rescue vessels", as Wright prefers to call them – each with a toilet on board. "That's a first, I can assure you," he says. **Source : The Age**

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## Dry bulk market faced with oversupply

Despite yesterday's slight upwards trend of the Baltic Dry Index (BDI), it's becoming increasingly clear, that the market is coming face to face with the issue of oversupply of tonnage. The BDI began the week with a marginal rise of 9 points at 2,192, with most of it down to the capesize sector. Still, last week saw another fall of the index, which lost 7% on continued poor sentiment. With the market remaining subdued, among the critical parameters for the future will be the pace of new building deliveries, at least until the end of 2009, together with a potential increase of cargoes. For now, August proved the month with the lowest number of deliveries from shipyards, while more than 30% of previously scheduled deliveries of vessels during the first six months, have yet to reach the water. These are ships whose delivery has been rescheduled for later after relative agreements with yards, or for ships which were ordered but haven't secured financing and contracts are most likely to be cancelled.

According to market figures, dry bulk carriers' deliveries were lower by 54% in August, compared to the previous month (July). In the container segment things were a bit different with the bulk of the drop in deliveries occurring in July (-43%) with 65,000-TEUs being provided to their new owners. Instead, during August there was a slight increase with 66,000-TEUs being delivered. As for tankers, their deliveries were lower by 52% in August on a monthly basis, which is the highest drop since the beginning of the year.

But, as we are entering the last quarter of the year, new building deliveries are expected to pick up, which can explain – among other reasons – the fact that the dry bulk market is suffering during the last few months. For the time being though, dry bulk is facing other challenges, closely related with the expectance of a recovery in the steel sector worldwide, which could trigger demand for more cargoes (apart from China). In its latest weekly report Barry Rogliano Salles, commented that in the wider commodity market, there was clear evidence of the recent capacity restarts in the steel industry. According to the World Steel Association, total global steel output rose to an 11-month high in August, and while most regions showed a decline in production, Asia recorded a gain of 10% and the Middle East 15%. "Fears remain that some of these restarts are premature, however, and Arcelor Mittal predicted it could be 2012 before steel markets returned to pre-crisis levels. In the shipping market, the world's largest iron ore miner Vale signed a landmark deal with STX Pan Ocean to ship 300 million tonnes of ore over a 25-year period starting in 2011 – 2037. This will meet STX's stated goal of securing more fixed revenues streams in the current volatile market. The contract is equivalent to shipments of approximately 12 million tonnes per year. Although this marks one of the largest consecutive voyage deals in history, Vale is currently producing ore at an annualized rate of around 230 million tonnes per year" said BRS.

Commenting on the market's outlook the broker said that a glimmer of hope has been seen in the paper market, where medium-term prices picked up significantly. The fourth quarter of 2009 is now trading at \$24,920, a rise of 6% on last week, while Calendar 2010 is priced at \$23,000, against previous levels of around \$21,900. Still, as Clarksons pointed out in yesterday's weekly report, "with a bloated forward orderbook across a spectrum of sectors - the argument remains that we are still yet to see the real impact of these deliveries".

**Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## 'An increase of sub-standard ships'

It has been "one of the worst winters ever" for shipping casualties on the SA coast, and maritime authorities have blamed the economic downturn, and pirates.

Seven ships - most in bad condition and with questionable insurance cover - have been wrecked, sunk, grounded or rescued at the 11th hour. A government tug had been dispatched on average thrice a week from the beginning of winter to stop vessels running aground in Table Bay, Samsa's Sobantu Tilayi said on Monday.

Samsa chief executive Tsietsi Mokhele said that struggling shipping companies were cancelling orders for new ships and were trading with ships that should have been scrapped. And because ships were avoiding pirates off the Somali coast, more were rounding the Cape than usual.

"There is generally an increasing trend of the sub-standard ships that we have seen throughout the period since the economic downturn," said Tilayi.



## Danmark to give a DKK 210 million support to eight island ferry services

The Danish Ministry for Interior and Social Affairs will give a DKK 210 million support to eight island ferry services, spread over the country. The island ferry services are mainly owned by the municipalities, however, the government guarantees parts of the funds needed for building new ferries. The DKK 210 million will be directed to ferry projects at Nekselø, Agersø, Avernakø/Lyø, Ærø, Strynø, Fur and Venø. Venø has already ordered a new ferry for delivery next year from Hvide Sande Skibs- & Bådebyggeri. The municipality of Hedensted will receive DKK 10 million for repair of the ferry Hjarnø running from Snaptun to Hjarnø. The municipality of Faaborg-Midtfyn has for several years been fighting with a very costly maintenance for the ferry Faaborg II, built in 1965. The ferry has been in service on the Avernakø/Lyø route for 20 years. Faaborg-Midtfyn will receive DKK 38 million from the Ministry for Interior and Social Affairs. **Source: shipgaz.com**

## SELI 1 grounding – owners 'walk' away from responsibility

Practically all the 660 tonnes of bunker fuel on board the grounded bulker **SELI 1** has been removed from the ship, making any heavy pollution from that source now unlikely. The Turkish ship ran aground at Table View Beach on Monday 7 September with a cargo of 30,000 tonnes of coal loaded in Durban. The vessel was bound for Gibraltar and began experiencing engine problems while off the Cape coast.



Photo : Ian Shiffman ©

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Due to the lack of commitment from the parties involved, it appears that the Turkish owner of the Panamanian vessel, his Russian P&I insurers as well as the owners of the coal and their insurers have seen fit to effectively abandon the vessel. The costs of the pollution prevention exercise (fuel removal operation) as well as the removal of both the wreck and the cargo from the South African shoreline may in all probability have to be covered by the State as a result of the owners abandoning the vessel.

The authorities represented on the **SELI 1** Joint Operations Committee, which is chaired by the South African Maritime Safety Authority (SAMSA), are in agreement that both the wreck and its cargo of coal must be removed from Table View Beach. To this end, authorities are co-operating to investigate different methodologies for cargo and wreck removal and the necessary funding. Estimations of the cost of cargo and wreck removal range between US\$5 million and \$15 million.

Concern remains that residual oil and coal may be released from the wreck as a result of the impact of lingering winter storms and rough seas on structural integrity. As such, relevant authorities are seeking resolution in terms of methodology and funding as a matter of urgency. Authorities remain on standby to react to a release of residual oil or cargo from the **SELI 1**.

As a proactive precautionary measure, an oil pollution boom remains deployed at Milnerton Lagoon and response teams remain on standby. Members of the public are reminded to kindly keep clear of the boom and other equipment on site. The pollution patrol aircraft Kuswag 9 continues to overfly the casualty daily.

### Vizag company to plug holes of sunken ship

A company based in Andhra Pradesh has been awarded the contract to plug the holes in a ship that sank off Orissa's Paradip port September 9, a port official said on Sunday. "We have finalized the contract for the work to plug air vents, sounding pipes and other holes to ensure that there is no oil leakage from the ship," said port deputy chairman Biplav Kumar.

The work has been awarded to the Visakhapatnam-based J. Enterprises and Dives, which specialises in underwater repair and maintenance work. The work commenced Sunday, the official said. The vessel under a Mongolian flag ran aground in the harbour area off the port in Jagatsinghpur district, some 100 km from state capital Bhubaneswar, with 924 tonnes of furnace oil and about 25,000 tonnes of iron ore fines.

Twenty-seven crew members were on board. All but a Ukrainian engineer, whose body was found 10 days later, were rescued. The spot where the ship went down is close to the Gahirmatha marine sanctuary, one of the world's few remaining nesting sites for the endangered Olive Ridley sea turtles that come to the area every year around this time to breed.

If the oil spill spreads, it could pollute the marine environment and pose a serious threat to the turtles, a wildlife body has warned. Port authorities said small quantities of oil have started oozing out from Sep 21, probably from the settling and service tank of the engine room and reaching the shore.

The port authorities last Wednesday issued two tender notifications, one calling for spot quotations to plug the air vents, sounding pipes and other holes to prevent oil spill.

Another tender was floated for taking out the oil from the sunken vessel.

"The last date for submission of bids for taking out oil is Oct 5. One port trust vessel with oil containment booms and skimmers has been deployed near the sunken vessel to tackle the spilled oil along with a Coast Guard vessel," the port official said.



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## Norway not told about nuclear cargo

Norwegian authorities did not get any notice when a Russian vessel loaded with nuclear waste passed Norway on its way from Poland to Murmansk last weekend. Last Sunday Russia received its first cargo of spent nuclear fuel from a reactor in Poland, Bellona.org reports. The vessel MCL Trader moored at Atomflot's quay in Murmansk and twelve containers with spent nuclear fuel (SNF) were transhipped, loaded onto specially retrofitted trains and sent off to the reprocessing plant Mayak Chemical Combine in the Urals by rail.

Earlier this month the Russian and Polish governments concluded an agreement on Russian import of nuclear waste from research reactors. The agreement has a timeframe of 20 years, Rosbalt.ru reported. The Vessel Traffic Centre in Vardø (VTS), which is responsible for monitoring and guiding of shipping traffic along the coast of Northern Norway, did not get any notice about the vessel transporting the lethal cargo, the head attendant at the VTS told BarentsObserver today. According to the traffic center's monitoring data, the vessel kept outside the so-called traffic separation zone, which runs 25-30 nautical miles outside the coast of Norway.

The traffic center did not have any communication with **MCL Trader**. Only vessels larger than 5000 gross tons are instructed to report to the traffic centre, and **MCL Trader** is 3600 gross tons.

No warning to Norwegian Radiation Protection Authority

- We were not informed by Polish authorities about the nuclear waste cargo that passed the Norwegian coast, says Per Strand, director of Department for Emergency Preparedness and Environmental Radioactivity in the Norwegian Radiation Protection Authority (NRPA) to BarentsObserver.

Strand says there are no rules or international agreements that impose Polish authorities to inform Norway about such cargo, as long as the vessel sails in international waters. However, Strand says the Norwegian Radiation Authority had requested Polish authorities to provide information about when the cargo would pass the coast of Norway. The Norwegian request came after a meeting in Poland this spring, where representatives from the Norwegian Radiation Protection Authority learned about the plan to ship the spent fuel from the Polish research reactor to Murmansk by boat. But despite this request, Norway did not know that the deadly nuclear cargo sailed all the way around the coast of Norway towards Murmansk last week.

**MCL Trader** involved in accident last year

The vessel **MCL Trader** is infamous for an incident in May 2008, when, while on a voyage from Sweden's Halmstad to Russia's St. Petersburg, it ran aground near the Danish island of Bornholm. Danish authorities arrested the vessels captain and chief engineer for having been drunk. Danish authorities were especially concerned with the fact that the



Russian vessel had a special license to transport radioactive cargoes. However, an inspection showed that no cargo was on board **MCL Trader** when it ran aground. **Source : BarentsObserver**



## **NAVY NEWS**

# **Royal Navy seizes record cocaine haul worth £240m - then sinks drug boat**

The Royal Navy has made its largest ever seizure of cocaine with a massive haul worth more than £240million, it was revealed today. HMS Iron Duke seized more than five and a half tonnes of the drug in an operation off the coast of South America.

In the UK it would have a street value of £240 million, the Navy said.

Armed surveillance: A Royal Navy member of **HMS Iron Duke's** boarding team guards the seized cocaine  
Minister for the Armed Forces Mr Bill Rammell said: 'Again, the Royal Navy has successfully damaged the trade in this vile substance, which only serves to poison our communities.'



'The crew rightly deserve our praise and thanks for the work they do on our behalf.'

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The 138-foot fishing boat **MV Cristal** was spotted by a Navy helicopter crew in an area known for trafficking. It led to a dramatic swoop with the US coast guard and another British ship **RFA Fort George**. In total 212 bales of cocaine were found, weighing about 26kg each. The crews then sank the drug smugglers' boat

In July this year, the ship was involved in a night time operation off South America which netted more of the drug, with a street value of £33 million. Commander Andrew Stacey said that an armed helicopter and rigid inflatable boats were sent to intercept the ship on September 15.

His crew then spent more than 24 hours painstakingly scouring the vessel for narcotics. The drugs were hidden under the ship's regular stores, beneath a concrete floor and steel panels. Tonnes of stock had to be moved, the hard floor broken up with sledge hammers and metal panels unbolted before the stash was revealed. Seizure: members of HMS Iron Duke's ship company offload some of the 212 bales of cocaine Cdr Stacey said: 'This was our third successful drug bust in as many months but this surpasses anything we've had and anything the Navy had previously. It is the largest drugs bust by value, and by volume in terms of cocaine.

'It is a massive blow for the narcotics industry. My team are delighted and all our hard training and preparations have paid off.' After the bust the captured boat was in trouble and getting near a major shipping lane so the naval crew sank it with gun fire. Several drug runners of different nationalities were arrested but Cdr Stacey could not reveal any more details.

The cocaine was stored on the **Iron Duke** for around 24 hours - because there was so much of it some had to be kept on deck under armed guard.

Cdr Stacey said: 'We are very well prepared to defend ourselves. It was a big quantity and I was conscious of the fact that some people might want it back, but they would have a tough time getting it back from us.' **HMS Iron Duke** is on a six-month deployment to visit UK overseas territories during hurricane season. It remains on stand-by to take part in anti-narcotics operations. **HMS Iron Duke**, used in the Navy's largest ever cocaine haul, is one of the most advanced ships in the service.

In the past year its name has become familiar as the crew worked to disrupt the drugs trade in waters near South America and the Caribbean. Prince William spent time on board in July 2008, during which the crew seized cocaine worth £45 million in one swoop.

This year the personnel on board have seen more success, with the most recent record haul on September 15, and raids in August and July netting a total worth £39 million. **HMS Iron Duke** was launched in 1991 and accepted into service the following year. Its primary purpose is in anti-submarine operations and the vessel has sonar systems and a variety of weapons.

The ship also carries a Lynx helicopter which can be used for a range of purposes such as monitoring suspected smugglers. It cost £140 million to build, and was constructed by Yarrow Shipbuilders at Scotstoun on the Clyde.

The ship's motto is *Virtutis Fortuna Comes* (Fortune is the companion of valour). Its company consists of 17 Officers, 57 Senior Ratings and 111 Junior Ratings. The Portsmouth-based frigate is currently visiting UK overseas territories during hurricane season as well as taking part in drug swoops. Since March 2008, the British Navy has seized drugs worth a total of £490 million - including their record haul this month.

A spokesman could not reveal details of where the latest ship targeted was going or where it had come from for operational reasons. **Source : [dailymail.co.uk](http://dailymail.co.uk)**



The American Arleigh-Burke class destroyer **USS Momsen (DDG 92)**, seen departing Vancouver harbour  
Photo : Mike Zelt (c)

## **President Medvedev visits Russian Baltic Fleet**

President Dmitry Medvedev has arrived at Khmelyovka test- range of the Russian Baltic Fleet in the Kaliningrad region to monitor operational strategic exercises "Zapad (West) -2009", Itar-Tass reports.

The president will speak to servicemen who distinguished themselves during the exercises and familiarize himself with armaments and military hardware employed in the exercises. Then, the Russian president will hold a conference to discuss the results of the Zapad-2009 exercises and tasks for future development of the Russian Armed Forces.

After visiting the Baltic test- range President Medvedev will visit the administration of the Kaliningrad region and meet Kaliningrad regional Governor Georgy Boos.

The operational strategic exercises "Zapad –2009" have been held on September 8-29 under general command of Chief of Staff of the Russian armed forces and the defense minister of Belarus. The troops will practice regrouping of Russian military command structure and troops on the territory of Belarus, usage of a regional group of troops in localization and elimination of military conflicts, after-effects of natural and technical catastrophes.

Around 12, 500 servicemen, 40 planes and around 200 pieces of combat hardware are taking part in the exercises.

## **Royal Australian Navy Ship visits HCM City**

158 naval officials and sailors from the Royal Australian Navy Ship **HMAS Darwin** docked in Ho Chi Minh City from September 28 to October 2. The crew will be received by the leaders of the municipal People's Committee and representatives of Military Zone No.7 and the navy force in the city. They will take part in some charitable and sporting events the city and its surrounded areas.

The berthing of the navy ship marks 10 years of the establishment of diplomatic relations between Vietnam and Australia. Source : VOV News



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## Large strategic exercise in Russia

Russia is conducting its largest strategic exercise in many years in the High North, "Ladoga-2009". Drills are being held simultaneously at nine different training grounds, including on the shores of the Barents Sea. Northern Fleet vessels are also participating in the "Zapad-2009" exercise in Kaliningrad. In Murmansk Oblast over 5000 military personnel, 16 naval vessels including 5 nuclear submarines participated in the exercise, where the scenario was to land personnel on the shores of the Sredniy peninsula, which is located close to the Norwegian border and some 200 kilometers West of Murmansk, Vesti reports.

The drill was supervised by the Russian Commander of the Army General of the Army Boldyrev and Head of the Northern Fleet Admiral Maksimov.

One of the goals for the exercise Ladoga-2009 is to test the new concept of command, where forces from army, navy and air force are being led under joint command. General Boldyrev watched parts of the exercise from on board the anti-submarine destroyer "Admiral Chabanenko", thus being the first time the Commander of the Army led an exercise from a command bridge.

In Baltiysk, Kaliningrad Oblast, two large landing ships from the Northern Fleet are taking part in the strategic-tactical exercise "Zapad-2009", RIA Novosti reports. The exercise is planned to run until September 29 and involve about 12.500 service personnel, including 5.000-6.000 troops from Russia and 7.000-8.000 from Belarus.

Watch video from "Ladoga-2009" on <http://www.1tv.ru/news/social/152486> Source : BarentsObserver

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## Boskalis launches trailing suction hopper dredger Gateway

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The naming and launch of the 12,000m<sup>3</sup> trailing suction hopper dredger **Gateway** took place at IHC Merwede Offshore & Marine's shipyard in Hardinxveld-Giessendam, The Netherlands on 26 September 2009. The ship is being built for Royal Boskalis Westminster NV.

IHC Merwede and Boskalis signed a contract for the design, engineering and construction of two identical trailers in November 2007. The assignment is unusual in as much as the ships are being built at the same time at two different IHC Merwede yards.



The keel of **Gateway** was laid on 4 February 2009. Completion is planned in the first quarter of 2010. Her sistership is currently under construction at IHC Dredgers in Kinderdijk, The Netherlands, where she will be launched in mid-February 2010.

**Photo : Arie Verheij (c)**

The 12,000m<sup>3</sup> vessel was designed by IHC Merwede Offshore & Marine in close collaboration with Royal Boskalis Westminster. During the design phase, the emphasis was primarily on keeping the weight

of the vessel relatively low, while maximising hopper capacity.

**Gateway** has a single suction pipe with an underwater pump, allowing it to dredge to a depth of 62m. The ship has two hoppers, one in the bow and one in the stern, with the pump room in between. This improves trim in shallow waters. In addition, the ship has a high pump capacity so that it can transport large volumes over a considerable distance.

These specifications make the vessel suitable for a range of projects throughout the world, whether they involve large-scale land reclamation, beach replenishment or the construction of ports and waterways. **Source : Dredging News Online**

## IHC Merwede opens new regional HQ in India and eyes future expansion

IHC Merwede has opened a new regional headquarters in Mumbai in a bid to boost its presence and service offering on the Indian Subcontinent. The Dutch shipbuilding group, well-known worldwide for its dredging and offshore work, has actually had an office in Delhi for nearly 25 years and it has already been doing business in India for more than 80 years.

Philip de Bats, Area Manager for India, IHC Merwede Dredging & Mining, says IHC Merwede has been considering setting up a regional office in India for some years now, adding to regional offices it already has in Dubai, Nigeria and Singapore. De Bats says: "The Indian market is very special for IHC Merwede and has been for many years but we want to offer additional support to our growing base of clients. "IHC Merwede has regularly been supplying new vessels and spare parts to companies in India but we were keen to boost our service offering. We want to be near to the customer, where they have their offices. Being closer allows us to deliver the service required at all levels. These improvements allow our clients to benefit from IHC Merwede's unique Life-cycle Support service.

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"We expect that this new regional presence will give our customers the opportunity to optimise their performance and be even more successful in their business," he says. The new regional organisation will have a lot of expertise available to customers and of course, Mumbai will have a direct line to IHC Merwede's Headquarters in the Netherlands and other stations worldwide. "Setting up this regional office means that we are close to the customer and their vessels. We can make regular visits and keep up-to-date with their maintenance needs, whether customers need the revision of a gearbox or a complete new Docking Assistant or anything in between." Increasing demand De Bats also says the new office answers the growing demand from Indian entrepreneurs who are either expanding existing businesses in the dredging sector or entering the market for the first time.

"We have been doing business in India for more than 80 years. IHC Merwede is the main supplier of the Dredging Corporation of India, supplying around 90% of its fleet. But while in the past the State was the main customer in the dredging business, this picture has altered over recent years.

"India is changing rapidly, in the past five years the private sector has been booming. Demand from customers for spare parts and new services has increased dramatically." Many Indian nationals working in IHC's regional office in Dubai will also transfer to the new branches in India, ensuring continuity.

IHC Merwede is also keen to bring its unique approach to maintenance to the Indian Subcontinent. De Bats says that maintenance demands are slightly different in India at the moment. "IHC Merwede aims to be involved with the vessel throughout its whole life-cycle, rather than merely repairing a vessel or supplying spare parts. IHC is not talking merely about functionality; we want to maintain the equipment in the same condition as it was before. Our Life-cycle Support strategy offers a totally new vision." De Bats adds: "IHC Merwede advises on how to maintain the vessel in the best possible condition. We have a whole dedicated department analysing the vessel and its maintenance needs. This helps prevent a relatively minor maintenance issue turning into a large job." Future expansion plans IHC Merwede's ambitions for the Indian market include future plans to establish warehousing and storage facilities in the Mumbai region. De Bats hopes that these plans will come to fruition within the next six months. In the longer-term, IHC Merwede is also considering increasing its presence with the addition of more local branches and it is mulling over the possibility of establishing local production facilities, bringing many new jobs to the region. For IHC Merwede, India is an exciting market. De Bats comments: "India is still growing, there are so many possibilities and challenges. The biggest problem is choosing which possibilities we are going to develop but that is a luxury problem!"

Source : IHC-Merwede



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## Yantai Raffles completes 12,000 ton deckbox lift



China's largest offshore rig builder, Yantai Raffles Shipyard has completed the second commercial lift by its 20,000 metric ton crane, Taisun. On Friday, over 450 international and domestic dignitaries and guests watched the completion of the mating of the semisubmersible **SS Pantanal** as the giant crane gently lowered the massive 12,000 ton (13,227 short ton) deck box onto the hull.

With Taisun's highly sophisticated control system and the hull afloat within the dry dock, the final approach and mating was completed safely and efficiently.

The **Pantanal** is the first of two Semi Submersible Drilling Rigs which will be delivered to Brazil's Schahin Group.

By using Taisun during the construction of the Pantanal deckbox and hull, Yantai Raffles managed to increase efficiency

dramatically saving up to 2 million man hours during the project's construction, providing large project cost savings and by bringing the construction down to ground level, greatly enhancing safety levels.

The next mating is scheduled to be the mating of the deckbox and hull of the **SAIPEM SCARABEO 9** semisubmersible. With the deckbox weighing an astonishing 17,000 t, this will be the heaviest commercial lift ever recorded.

## China, Korean shipyard support may hurt industry, Drewry says

Chinese and South Korean support for shipbuilders may hurt the industry in the long term by keeping unprofitable yards afloat amid plunging demand, according to Drewry Shipping Consultants Ltd. "There's absolutely no sign that world shipbuilding capacity is going to be rationalized," Managing Director Arjun Batra said at a shipping conference in Singapore today. "I don't see China or Korea, for that matter, allowing the yards to go down."

China and South Korea, the world's two largest shipbuilding nations, have both introduced measures this year to help yards cope with customers delaying or scrapping orders amid slower trade. Shipyards may enter a global price war next year because of South Korea discounting, Mitsui Engineering & Shipbuilding Co., Japan's second-largest shipbuilder, said last month.

"We'll have a long-term problem on the supply side unless the shipbuilding capacity is rationalised," said Batra. "That can only be done by pure economics, closing down inefficient shipyards." China in June announced a two-year plan to help shipbuilders, including funding for cash-strapped producers and moves to encourage mergers and acquisitions. In April, South Korea unveiled an 11.5 trillion won (\$13.6 billion) financing package to help shipowners pay for new and existing orders. **Source: The Edge**

## DAMEN FAST CREW SUPPLIER 5009 LOADED IN VIETNAM



Last Sunday a Damen Fast Crew Supplier 5009 (axe bow) was loaded onboard the **Beluga Fortitude** in Haiphong (Vietnam)

Photo's : Geert de Jong (c)



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Above seen the **Queen Mary 2**, departing from Southampton on Saturday 26th September bound for New York .  
Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) (c)

## Boskalis wins €45 million port expansion project in Australia

Royal Boskalis Westminster has been awarded a contract by Fremantle Ports for the deepening of the port of Fremantle Inner Harbour in Western Australia. The contract is valued at approximately €45 million and the work is scheduled to be executed in the first half of 2010.

The project requires the deepening of both the port basin and the access channel. A total of 3 million cubic metres of sand and rock will be dredged and the project will be executed with a large hopper and a cutter suction dredger.

Over the last few months, prior to the award, Boskalis was active in an Early Contractor Involvement phase for the project. During this phase, the design and working methods were optimized in close co-operation with the client and a civil contractor. **Source : Dredging News Online**

## Detained ship to leave port

A Chinese-owned logging ship that was detained in Wellington after being deemed unfit to sail has been allowed to leave the country. The 169m **Zeus 1** has been berthed at Aotea Quay since September 7 while the company worked through a long list of non-compliance problems.

Maritime New Zealand (MNZ) inspectors found none of the crew on board could speak English, The Dominion Post reported. A new English-speaking captain and chief officer had to be flown out from China to fill the requirement that senior crew needed to be able to communicate with port authorities.

MNZ also uncovered 37 other deficiencies after boarding the ship on its arrival from New Caledonia via Port Chalmers.

They included problems with lifesaving equipment, radiocommunications, ship certificates and documents, fire safety measures and mooring ties. The ship was eventually able to sail away on Thursday after the deficiencies were fixed.

Source : NZ Herald



The **DUTCH PROGRESS** seen enroute Dordrecht

Photo : Marijn van Hoorn (c)

## Ship orders drop for 11 consecutive months

The shipbuilding industry has yet to bounce back from the global economic downturn as orders have dropped for 11 consecutive months, the latest report stated. According to a report released by the China Association of the National

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Shipbuilding Industry (CANSI) over the weekend, as of the end of August, the number of ship orders on hand was down by 6.8 percent in terms of tonnage from the beginning of this year, or a 0.8 percent drop from the end of July. The nation's shipbuilding industry, which ranks second in the world in terms of tonnage and number of vessels built, has deteriorated since last September as new orders shrank and vessel prices dropped. In the first eight months of this year, industry production was up 58 percent year-on-year, compared with an annual drop of 82 percent in the number of orders, according to the report.

CANSI said most orders on hand will keep shipmakers busy until the end of 2010 or the first half of 2011, and some shipmakers may be running below capacity in the second half of this year. Wang Wenzhen, vice general manager of Yangzijiang Shipbuilding, a top 20 shipmakers in China, said this year the company plans to delivery 40 ships, but there have been no new orders in the first half of this year. To deal with the increasingly worse situation, CANSI recommends the government release the details of the shipbuilding stimulus plan, and to have strict control over investment in fixed assets to prevent possible over supply. However, Qian Xinnan, deputy secretary general of CANSI, told the Global Times yesterday that "the performance of the shipbuilding industry this year will not be better than last year," although the time it takes to build a ship lasts around two years.

The fortunes of the shipbuilding industry is directly related to the global performance of shipping, and shipping companies in European countries are not placing as many orders as before, said Qian. In August, the weekly Clarkson Index, a measure of prices for all vessel types, was down from the record 190 set September last year to 120, a drop of 32 percent. As of the end of last month, 20 percent of ships on which construction has not yet begun, and 10 percent of ships being built have been delayed, said the report. Moreover, CANSI's Qian said that although there are some shipmakers reporting new orders, it is a "temporary" trend that will not be maintained for the long-term. "In general, the nation's shipping industry is still weak, and it is hard to predict when it will recover," warned Qian. **Source: Global Times**

## CMA CGM meets with banks and French finance ministry officials



The **CMA CGM IVANHOE** - Photo : Jeroen Borst (c)

French ocean carrier CMA CGM is meeting with creditor banks and French finance ministry officials in Paris Sept. 25 to discuss its financial situation.

The talks will focus on how CMA CGM can tap the government's strategic investment fund which aims to help strategically important French companies through the global economic downturn, according to French press reports.

CMA CGM, the world's third largest ocean carrier, declined to confirm or deny the reports.

CMA CGM does not comment on market rumors or on the existence of hypothetical talks, a spokesman for the Marseilles-based carrier said. The company is actively working on several questions regarding its development and possible ways to finance it, he said.

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Earlier this month, CMA CGM founder and Chairman Jacques Saade urged European governments and banks to act to ensure Europe's top carriers Maersk, MSC and CMA CGM survive container shipping's deepest slump.

"I call on the competent authorities, banks and public bodies to protect the three big European maritime companies and ensure the survival of the maritime sector in Europe," Saade said at a meeting of Medef, the French employers' federation.

The French ship-owners association has lobbied the government to establish a \$1.8 billion fund to help carriers meet banks' demands for extra collateral to cover the fall in value of ships on order. CMA CGM, which is said to have debts of around \$5 billion, has said it will lose money this year after making a net profit of \$124 million on revenue of \$15.2 billion in 2008. Saade said the carrier hopes to break even, or move into profit, by the first quarter of 2010.

CMA CGM has a fleet of 363 ships, 91 owned and 272 chartered with a combined capacity of 1,024,225 TEUs. It has 60 vessels of 505,688 TEUs on order. **Source: joc.com**



The **RMS HELENA** seen at Portland at dawn

Photo : David – Galaxy Courtesy Cars (c)

## Shipping firms face choppy waters

Grindrod puts the plight facing most shipping companies around the world into a fitting perspective. The shipping giant, which has R33,73bn in revenue, said in its profit guidance last month that it expected interim earnings to drop by more than half. It pins the blame for this likely dismal performance primarily on the global economic downturn, low commodity prices and the volatile rand. Mahomed Kajee, the general manager at King & Sons, which is part of Grindrod Ship Agencies, illustrates this view. Kajee notes the group has seen volumes on containerised and break bulk services drop over 50% over the last six months.

He adds that commodities moving through traditional bulk ports like Richards Bay are bearing the brunt of this economic downturn. Even container traffic has not escaped market weakness to the extent that some container lines have curtailed ships' frequency scheduling on some trade routes, he says. "In effect, we are seeing fewer port calls and even fewer vessels being deployed until things return to normal." The recovering shipping rates have hardly calmed the turbulent shipping market thus far. The Baltic dry index, which tracks the movement of commodities on some international trade routes, has recovered to about 3700 points from less than 1000 points in September last year. In the second quarter last year, the index stood at about 11600 points.

Africa has fared much better than most other parts of the world. Safmarine regional executive Jonathan Horn says while growth rates in Africa's markets have cooled in line with global trends, Africa is still growing, albeit not at the levels experienced last year. "Economies such as China, India and the Middle East — which are important to Africa — continue to grow in 2009, despite the global downturn. This has had a positive impact on Africa," Horn said.

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"African countries contributed significantly to the overall Safmarine result and our volume and revenue picture for Africa (other than SA) for the rest of 2009 is expected to be ahead of the average Safmarine global result," he said, alluding to the global shipping industry that is still stormy. Weighing on the global shipping industry is the shrinking world trade volumes and a glut of ships. Neil Jowell, chairman of Tencor, which leases out containers, says shipping rates have recovered a bit. But this does not mean that more goods are being shipped, and he indicates that the demand for goods and services globally remains weak.

He says the recovery of the dry index, which has a direct effect on how much dry bulk ships charge for ferrying goods, probably reflects a correction after the steep decline, which may have been overdone. With the exception of China, Jowell says there does not seem to be clear signs of recovery showing in the shipping market.

Global trade in goods and services continues to shrink, hitting shipping companies' bottom line.

The International Monetary Fund (IMF) noted recently that trade volumes declined 10% to 15% worldwide this year and this was expected to continue next year. It said the financial crisis since September last year had provoked an unprecedented contraction of activity and trade. Safmarine corporate relations director Fred Jacobs says the shipping business is reflective of the global recession and points out that more than 90% of all cargo is carried by sea. Many ships are being parked. If there is a decline in imports and exports, Jacobs says, this affects shipping firms' volumes and revenues. Kajee says it may not be until the latter part of next year that the sector can expect to get anywhere close to the volumes handled 12 to 18 months ago. **Source: Business Day**

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## Sea Trucks reports "outstanding performance" by Jascon 25 offshore Australia

Sea Trucks Group says it is "delighted" to report ongoing outstanding performance of its recently delivered multi-purpose DP3 crane/pipelay vessel **Jascon 25** in its first six months of operation supporting a major SURF installation project in North West Australia, on behalf of the Seastream Joint Venture.

In June, **Jascon 25** completed several heavy lifts of subsea structures weighing 650-710 tonnes. "Capacity to make such lifts from SURF installation vessels opens up a new degree of flexibility in the design and layout of subsea fields in remote locations where specialised heavy lift facilities are not economically available. These lifts are perhaps the heaviest ever completed from a SURF vessel where the same vessel is then utilized for the remaining pipe lay, moorings and tie in and commissioning work scopes," said the company. More recently, **Jascon 25** commenced installation of flexible flowlines, risers and umbilicals. The vessel was able to install a 10in flexible production line in wind speeds of over 30 knots and significant wave heights exceeding 4m.

"In these weather conditions **Jascon 25** remained stable and was able to safely continue operations whilst other SURF vessels in the same field location were on weather standby," said the company. Fraser Moore, Vice President Operations at Sea Trucks Group, said: "The outstanding performance of **Jascon 25** in its SURF installation mode during challenging weather conditions was a great achievement for the vessel, its crew and the Seastream project team. It is all the more remarkable when noted that the **Jascon 25** is also able to offer our clients steel pipelay

installation (on DP), Floatel services with over 350 beds available and a very competitive transit speed." "We believe that this exceptionally competitive performance in the SURF market segment demonstrates the excellent capabilities of the vessel and shows the great potential of the Sea Trucks Group 'hybrid' vessel design philosophy. We now look forward to the successful completion of this project".



The **SMIT DENEMARKEN** is renamed in **JACOB** as can be seen above, homeported Kalajoki (Finland)  
**Photo : Ferry van Rijsbergen (c)**

## **Adani group eyes 100 mt port in Orissa**

Ahmedabad-based Adani group has evinced interest to set up a large port in Orissa which will eventual have a capacity to handle 100 million tonnes cargo. The scope of the project also includes port-based industries like shipbuilding and repairing unit. The proposed venture would be an all-weather and multi-user port and the company's preferred location for this was Barunei Muhan in Kendrapara district, official sources said. Rajesh S Adani, managing director, Adani group met the chief minister Naveen Patnaik in the state secretariat recently and discussed with him the company's investment proposals. During the discussion Adani informed the chief minister that the group had been selected as the Miner Developer Operator (MDO) for the coal blocks allotted to the government of Maharastra and Gujrat in the Talcher Coalfields area. Both the state governments proposed to set up 2500 Mw (250x10) power plant at Angul and are in the process of setting up of a coal washery. The coal would be sent to Gujarat and Maharastra after washing and the washery reject will be utilised for generation of power. **Source: Business Standard**



Above seen the **Tasman Trader** during cargo operation in Townsville, (Australia) over the weekend 26/27 Sep 2009.  
**Photo : Carl Jernert (c)**

## Piraeus dockers to strike in October

Dockers at the Port of Piraeus in Greece plan to hold two 48 hour strikes in early October to protest the takeover by China's Cosco Pacific of container operations at Greece's biggest port at the beginning of the month. The strikes on Oct. 1 and 2 and Oct. 5 and 6 are aimed at securing changes to Cosco's 30-year concession to develop and operate two of the port's three container quays. Cosco, the world's fifth largest container terminal operator, submitted a winning bid of around \$5 billion for the concession in 2008 and pledged to invest a further \$300 million to upgrade facilities.

Docker leaders want to delay the start of the agreement until after Greece's general election on October 4. The opposition Pasok socialist party, which is expected to win the vote, has said it will re-negotiate the deal with Cosco. Cosco reportedly will take over management of the container terminal on Oct. 6 instead of Oct. 1 as originally scheduled. The Hong Kong-based company plans to boost Piraeus container capacity to 3.7 million 20-foot equivalent units a year and make it a leading Mediterranean transshipment hub. The Port of Piraeus Authority has said it cannot change the contract with Cosco, which was approved by the Greek Parliament in March. The Authority is guaranteed annual revenue of over \$70 million from the contract. Cosco's Piraeus Container Terminal unit recently signed for a \$502 million loan from the China Development Bank to fund investment in container facilities.

Dockers staged industrial action, including strikes and bans on overtime and weekend work through 2008 in a vain bid to halt privatization of container handling. The strikes, combined with declining global trade, shrunk Piraeus container traffic to 431,000 TEUs last year from 1.4 million TEUs in 2007. The port authority, which is 74 percent state-owned, is investing \$236 million to upgrade the third container quay which is scheduled for completion in May 2010.

Source: [joc.com](http://joc.com)



The **GLORIOUS SAKURA** seen enroute Amsterdam  
Photo : Marcel Coster (c)

## Success for Tiong Woon

Tiong Woon Corporation subsidiary, Tiong Woon Oil & Gas Services Pte Ltd, has successfully completed its portions for the construction of the 146.3 metre derrick pipelay barge **DLB ENDEAVOUR** for the owner and operator, NorCE Offshore Pte Ltd (NorCE), at its fabrication yard in Bintan, Indonesia. The vessel, weighing approximately 16,500 tonnes, has been launched successfully.



The USD64.8 million contract was signed with NorCE in August 2007. Under the contract, Tiong Woon was primarily responsible for building the hull and major sections of the vessel as well as installing the owner's equipment. Ang Kah Hong, Tiong Woon's Group chairman and managing director, said the yard's maiden

project was indeed a significant achievement. "I am very proud that we have largely been able to meet all major milestones. The vessel is built to exacting specifications and showcases our execution excellence and technical expertise. The contract is a strategic one for our Bintan Yard as it would open for Tiong Woon considerable opportunities in large shipbuilding and repair projects. At the same time, it has also helped us to build a track record in this highly specialised area." **Photo : Cornelis Jagt (c)**

TWC is an integrated services provider for the Oil & Gas and Petrochemicals industries and specialises in heavy lift and installation of process equipment.

Tiong Woon's Bintan Fabrication Yard was acquired in November 2006 to shore up its current fleet of heavy lift equipment, tugs and barges, and eventually, to grow a new income stream from fabrication and engineering projects. The yard can be used for the fabrication of platforms for oil rigs, jackets and modules as well as for building of vessels and barges.

The Group manages turnkey projects for EPC Contractors and project owners from planning and design of heavy lifting and haulage requirements to the execution stage in which the heavy equipments are transported, lifted and installed at customers' facilities.

## **Vietnam seeks investment from Denmark to build seaports**

Vietnam is seeking investment from Denmark to build seaports, Thai News Service reported. Vietnam's request for Danish money came out of the meeting between Danish Prime Minister Lars Lokke Rasmussen and Vietnamese Prime Minister Nguyen Tan Dung in Copenhagen last week.

Rasmussen and Dung pledged to boost trade to US\$1 billion, said the report, with Danish investment in Vietnam to be raised by another \$1 billion over the next five years. Dung wants long-term Danish investment to build seaports and develop environmentally friendly technologies. The deal cements the nations' business ties – Denmark recently handed over \$40 million to boost Vietnam's development. Alongside the government, Danish shipping businesses are looking to profit from Vietnam's growing business muscle. Maersk Line said this month it is starting a service from Vietnam to the US West Coast to exploit the Southeast Asian country's fast-developing export market.

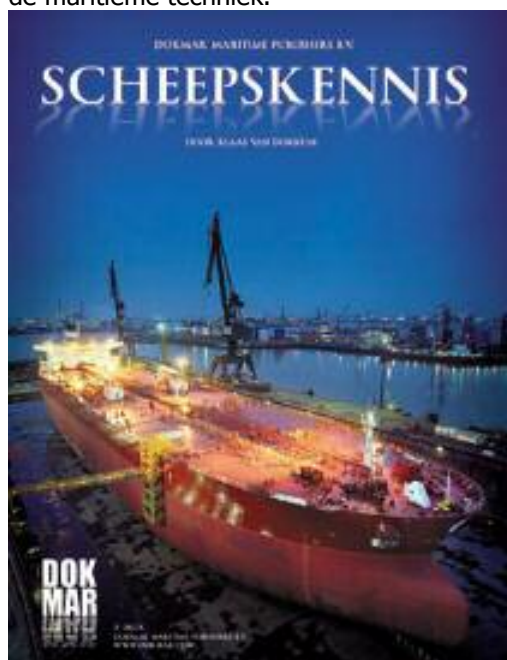
Before the economic crisis, Vietnam's economic growth surpassed seven percent annually, placing it among the fastest-growing countries in the world. Growth fell to a decade low of 3.1 percent in first quarter, but the medium-term outlook looks much brighter, with the expansion of Saigon Port significantly contributing to increasing trade with the US. **Source: cargonewsasia**



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**.... PHOTO OF THE DAY .....**

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Foss Maritime's 6600 HP Robert Allan designed tractor tug **Pacific Star** up on the hard at Dakota Creek Shipyards in Anacortes Washington, USA on Monday September 28. The tug was delivered from JM Martinac Shipbuilding along with its sistership **America** in 2008.

**Photo : Alan Haig-Brown ©**

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